

REPUBLIC OF BOLIVIA - SPECIAL REQUIREMENTS

(Revised - February 14, 2001)

The Director General of Civil Aviation (DGAC) requests that the FAA issue export airworthiness approvals applicable to Class I, II and III aeronautical products being exported to Bolivia. Eligibility for importing aeronautical products into Bolivia, in addition to the provisions of 14 CFR part 21, subpart L, must comply with applicable special requirements prescribed below.

I. ACCEPTANCE OF AIRCRAFT

Prior to the issue of a Certificate of Airworthiness to an aircraft exported to the Republic of Bolivia, the following documents must [[be presented]] to the DGAC of Bolivia:

- a. DGAC Form 8130-6, "Application for an Airworthiness Certificate".
- b. Export Certificate of Airworthiness [[FAA Form 8130-4]].
- c. Copy of the [[FAA]] Type Certificate [[Data Sheet]].
- d. Current aircraft flight manual or equivalent document acceptable to the [[DGAC]] (copy).
- e. Current manufacturer maintenance manual and parts catalog (copy).
- f. Maintenance program to be used (copy).
- g. Last report of weight and balance.
- i. Minimum Equipment List (MEL), if applicable (copy).
- j. Lists of inventory of equipment installed by make, model, and serial number and the documentation certifying the airworthiness condition of the equipment.
- k. Lists of inventory of life limited parts with [[their]] current service hours and documentation "back to birth". For aircraft exported to the Republic of Bolivia, they must have a remaining life time for at least 6 months of operation.
- l. Total time of the aircraft, engines and propellers.
- m. List of inventory of major repairs and modifications, and its records approved by the design authority or the manufacturer or by an authority acceptable to the DGAC of Bolivia.
- n. Time and documentation certifying the last overhaul of all components required to be overhauled periodically. For aircraft to be exported to the Republic of Bolivia, they must have a remaining time for at least 6 months of operation.
- o. Records of the last maintenance service.

p. In the case where the aircraft enters the Republic of Bolivia by other means than flying, i.e., disassembled, by land, by sea or other means, [[in addition to the requirements mentioned above, a copy of the maintenance records stating that the disassembly of the aircraft was accomplished in accordance with procedures approved by the manufacturer.]] In order to assemble the aircraft, the owner must make reference to procedures approved by the manufacturer for this purpose and for its [[approved]] return to service.

q. It must be demonstrated that the aircraft complies with its Type Certificate approved by the FAA or JAA.

Note: All of the above documents can be presented in English or Spanish.

II. ACCEPTANCE OF ENGINES AND PROPELLERS

Aircraft engines and propellers which are exported to the Republic of Bolivia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Bolivian register aircraft must comply with the following.

a. Export Airworthiness Certificate [[issued by the country of manufacturer]], certifying that each aircraft engine or propeller is in an airworthy condition, in accordance with the certification regulations of the exporting country.

b. Complies with its Type Certificate and is in a condition to operate safely.

c. Has been submitted by the manufacturer to a final inspection of operability.

III. ACCEPTANCE OF MATERIALS, PARTS OR COMPONENTS

A material, part or component manufactured under the authorization of the FAA or a member of the JAA or a country that has a bilateral agreement with the Republic of Bolivia for the import or export of such products is considered to meet all the requirements for its approval and installation on Bolivian registered aircraft, if the country of manufacturer issues an Export Airworthiness Certificate, which certifies in an individual manner that the part, component or material complies with the requirements specified in the code of Airworthiness of the exporting country. [[14 CFR part 21, subpart L.]]

Note: The FAA Form 8130-3 or the JAA Form One, completed as required, is considered to be an acceptable means to certify the airworthiness condition of the engine, propeller, materials, parts and components.

All correspondence regarding certification of civil aircraft should be directed to:

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Avenida Mariscal Santa Cruz # 1278
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